



# COUNCIL OF GOVERNMENTS

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December 21, 1981

## METROPOLITAN CLEARINGHOUSE REVIEW COMMENTS

COG PROJECT NUMBER:

82-04-002

PROJECT NAME:

Environmental Assessment; Master  
Development Plan

FEDERAL AGENCY:

Central Intelligence Agency

PROJECT DESCRIPTION:

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The Central Intelligence Agency plans to expand its headquarters in Langley, Virginia to consolidate Agency personnel and functions that are presently located at various other points in Virginia and the District of Columbia. The Master Development Plan would be carried out in two phases. Phase I consists principally of a new office building of approximately 1.4 million gross square feet, a new parking structure of [ ] of which are additions to the site), and a reception center. Phase II consists of a records center, a conference facility, a field for telecommunications equipment, and new roads. Approximately [ ] employees will be added to the Langley site.

RELATIONSHIP TO METROPOLITAN PLANNING PROCESS:

Staff Comments (Transportation):

There are two major impacts on the transportation system associated with the proposed CIA consolidation: 1) parking demand on-site, and 2) traffic impacts on the surrounding road network.

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Parking Demand. The Environmental Assessment was not clear on the extent of the parking demand to be created on-site by the additional [ ] employees. Staff inquiry revealed that the added employees were expected to generate [ ] vehicle trips during the peak a.m. period. Since the CIA is limiting the growth in parking supply to [ ] spaces, the excess of trips generated beyond the [ ] spaces will be accommodated at the expense of employees presently parking at the headquarters. The CIA will accomplish this by a permit system which involves increased carpool/vanpool usage.

Traffic Impacts. According to the Master Development Plan, the CIA will stagger work hours significantly during the 6:30 a.m. - 8:30 a.m. commuting period.

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The purpose of this spread of the peak is to help ensure that the additional increment of work trips by automobile can be absorbed into the traffic stream on adjacent arterials (Route 123, Route 193, and the George Washington Memorial Parkway), particularly during the peak hour of 7:30 a.m. - 8:30 a.m.

Staff inquiry indicated, however, that while the level of service may remain unchanged from today during the 7:30 - 8:30 a.m. peak hour, the planned staggering will impact more on the 6:30 a.m. - 7:30 a.m. period. This impact is caused by scheduling a far greater number of employees reporting for work at 7:00 a.m. under the consolidation plan. The level of service on the George Washington Memorial Parkway west of the CIA may reduce from "C" to "D" during this earlier hour. Similarly, during the same hour, the level of service on Route 123 west of the CIA may reduce from "B" to "D."

The traffic analysis provided in the CIA Master Development Plan document appears reasonable based on a series of meetings with the traffic consultant regarding technical procedures and analyses. Staff, however, does not agree with the consultant's "no growth" assumption on the adjacent highway facilities based on the planned opening of both I-66 and the Metrorail to Vienna. The TPB/COG regional traffic projections for 1990 in this corridor do not support this claim.

Because Staff analysis has determined that there are substantial impacts during specific hours of the peak commuting periods, particularly at the intersection of Routes 123 and 193, the following operational modifications are proposed as suggested by the consultant. A commitment is needed by the Federal Government to implement these improvements as part of the CIA Master Development Plan.

- Realign Route 193 eastbound at its intersection with Route 123 northbound to allow a longer weaving distance and better sight distance.
- Widen the ramp leading into the CIA from Route 123 northbound to two lanes to accommodate more vehicles waiting for the green signal.
- Update the signal system to be demand-responsive, including the three signals within the interchange area.
- Provide an exclusive left turn lane on Route 193 eastbound at the Turkey Run Access Road.

There are precedents for having major developments contribute to the cost of roadway improvements providing access to a development site. The Federal Government should be subjected to the same conditions imposed on major private developers. This is particularly important when major segments of the traffic flow occurring on congested arteries can be attributed to the specific employment site.

The provisions for mitigating the traffic impact of this project place emphasis on the use of Transportation System Management measures (i.e., ridesharing, staggering of work hours, and parking management). This is consistent with the COG/TPB goals of managing the transportation system through coordinated operating and service policies to achieve efficiency and productivity for the system as a whole.

STAFF RECOMMENDATION:

The Staff recommends endorsement of these comments by the Transportation Planning Board.

COMMITTEE ACTION:

Transportation Planning Board (December 16, 1981)

The Transportation Planning Board endorsed the preceding comments with the following modifications:

- The roadway improvements proposed, plus additional improvements deemed necessary and being proposed by the Virginia Department of Highways and Transportation in separate comments, should be considered as the absolute minimum that needs to be done as part of the proposed development plan;
- The CIA should be responsible to provide for monitoring the traffic impact of the development, to the end that additional improvements may be made by the Federal Government in the event that the initial improvements prove to be inadequate; and
- The recommended roadway improvements and the proposed CIA development be treated as a unit. The roadway improvements should be an integral and essential part of the overall development, and therefore a commitment in its implementation.